Having exhibited the difficulties which may be overcome by this machine; I hope criticiſm will pardon my attempting to diſplay the advantages which will accrue, if I eſtimate the probable expence of a canal without ſeeing the ground.

But ſuppoſe it neceſſary to ſupply a town with the very neceſſary article of coal, the works diſtant ten miles with ſuch a valley, and two hundred feet riſe intervening; in this, which is rather a difficult ſituation, the expence would probably be as follows:

	£.	s	d.
Conſtructing the conjunction, - - -	7,508	10	0
Two ſingle inclined planes, 100 feet riſe each, -	3,056	6	0
Reſervoir, - - - - - -	3,000	0	0
Land, 5 acres per mile, 100 l. per acre, -	5,000	0	0
Cutting. planting quick, &c. 500l. per mile, -	5,000	0	0
Bridges and culverts, 300l. per mile, - -	3,000	0	0
	26,564	16	0
Contingencies, act of Parliament, &c. - -	2,656	9	7
	£. 29,221	5	7
The intereſt of 29,221l. 5s. 7d. at 5 per cent. per ann. - - - -	1,461	1	3
On this canal, 50 tons per day, allowing 280 working days, and 3d. per ton per mile, would produce, per annum, - - -	1,750	0	0
Which, after paying the ſubſcribers 5 per cent. leaves for agency and repairs, - -	£. 288	18	9

Thus,

Thus, on a trade of no more than fifty tons per day, the ſubſcribers would have a fair proſpect of receiving 5 per cent: And although threepence per mile may appear high tonnage for coals, yet they arrive at town for the following ſum per ton, carriage:

	s.	d.
Threepence per ton per mile to the company, -	2	6
Paſſing two inclined planes, - - - -	0	2
Paſſing the conjunction, - - - - -	0	1½
Boatman 6s. 8d. per day, or to that amount, - conveying 10 loaded, and returning 10 empty, boats in one day, - - - -	0	2
Total per ton for ten miles, - - -	2	11½
Which could not be conveyed by land for leſs than	7	6
Hence a ſaving to the inhabitants per ton, -	4	6½

Which might produce a further ſaving as the trade increaſed; in which caſe the tonnage ſhould be lowered: when one hundred tons per day is performed, and the company receive more than 10 per cent. the tonnage by the act ſhould be reduced, on rude produce, to 2d. per mile.

When one hundred and fifty tons per day is performed, and the company receive more than 15 per cent. the tonnage or rude produce ſhould be three halfpence per mile, but never lower by the act; competition among canals will regulate the carriage of courſe, and competition will be a benefit to the county. It is therefore good policy in Parliament, to allow ample tonnage, that ſubſcribers may have a proſpect of a return on a ſmall trade,

 which

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